

WHAT IS CLAIMED IS:

1. A rubber-steel cord composite comprising a steel cord having, in a planar image of the composite formed by X-rays passing through the composite, a fraction  $R$  of the total area occupied by filaments of from 0.45 or more to 0.95 or less in an arbitrarily selected portion of the steel cord having a length of 15 mm in an axial direction of the cord,

wherein the length of 15 mm in an axial direction of the cord means a length of 15 mm in an axial direction of an actual cord and the fraction  $R$  of the total area occupied by the filaments is expressed as  $R=F/A$ ,  $A$  representing the total area of the cord and  $F$  representing the area of the cord occupied by the filaments.

2. A rubber-steel cord composite according to Claim 1, wherein the filaments of the steel cord are present substantially independently of each other in a matrix rubber.

3. A rubber-steel cord composite according to Claim 1, wherein the steel cord has one of a  $1 \times n$  structure and a  $1+n$  structure,  $n$  being in a range of  $2 \leq n \leq 7$ .

4. A rubber-steel cord composite according to Claim 1, wherein the filament constructing the steel cord has a diameter in a range of from 0.125 to 0.275 mm.

5. A pneumatic tire for passenger cars comprising a rubber-steel cord composite

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which comprises a steel cord having, in a planar image of the composite formed by X-rays passing through the composite, a fraction R of the total area occupied by filaments of from 0.45 or more to 0.95 or less in an arbitrarily selected portion of the steel cord having a length of 15 mm in an axial direction of the cord,

wherein the length of 15 mm in an axial direction of the cord means a length of 15 mm in an axial direction of an actual cord and the fraction R of the total area occupied by the filaments is expressed as  $R=F/A$ , A representing the total area of the cord and F representing the area of the cord occupied by the filaments.

6. A pneumatic tire for passenger cars according to Claim 5, wherein the filaments of the steel cord are present substantially independently of each other in a matrix rubber.

7. A pneumatic tire for passenger cars according to Claim 5, wherein the steel cord has one of a  $1 \times n$  structure and a  $1+n$  structure, n being in a range of  $2 \leq n \leq 7$ .

8. A pneumatic tire for passenger cars according to Claim 5, wherein the filament<sup>s</sup> constructing the steel cord <sup>have</sup> has a diameter in a range of from 0.125 to 0.275 mm.

Further comprising a carcass,  
9. A pneumatic tire for passenger cars according to Claim 5, wherein the rubber-steel cord composite is used in <sup>the</sup> a carcass layer of the pneumatic tire.

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p. 5 line 22 B5  
10. A pneumatic tire for passenger cars according to Claim 5, further comprising a side wall portion reinforced with a rubber reinforcing layer. *such that the tire can be used in the run-flat condition*

11. A pneumatic tire for passenger cars according to Claim 9, wherein the carcass comprises: a turned-up ply reinforced with a cord of an organic fiber having a melting point of 245°C or higher, and

a down carcass ply comprising *the* rubber-steel cord composite in which a plurality of *the* steel cords disposed substantially parallel to each other is embedded in a matrix rubber, said down carcass ply being disposed between a side wall rubber and an outer face of the turned-up ply.

12. A pneumatic tire for passenger cars according to Claim 5, comprising

a carcass ply reinforced with polyester cords and/or polyamide cords; wherein the rubber-steel cord composite is disposed in a side wall portion, the composite in which a plurality of steel cords disposed substantially parallel to each other is embedded in a matrix rubber.

13. A pneumatic tire for passenger cars according to Claim 9, wherein the carcass comprises a turned-up ply and a down ply, and the down ply comprises a plurality of *the rubber-steel cord composite in which is embedded in* steel cords disposed substantially parallel to each other *and* a matrix rubber, and is disposed between a side wall portion and an outer face of the turned-up ply, and any one of the turned-up ply and the down ply is a separate-type carcass ply which is separated into portions underneath a belt portion.

14. A pneumatic tire for passenger cars according to Claim 13, wherein any one of the turned-up ply and the down ply is separated into portions disposed

